

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000515**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 04-Dec-2007**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Meetings attended	9:00 conducted the weekly Team China teleconference briefing, updating Pier 7 and various others who call in regarding the status of the Weld-Trial, Mock-ups and Fabrication activities here at ZPMC on Changxing Island
2	Meetings attended	13:00 attended the Daily meeting

ZPMC raised the following issues.

Inquired regarding when a base metal repair requires a CWR. Caltrans responded that generally any repairs to base metal are considered weld repairs. ABF/ZPMC have some specific spec language and want to meet later to discuss.

Mr. Ding of ZPMC production indicated that on Thursday night they intend to go back to 24 hour work on the Tower mock-ups.

ZPMC indicated that they have finished a total of 4 corner splice plates for the 114m mockup. It seems that the first plate had $\geq 10\%$ welding defects. They intend to submit the CWR regarding the 1st plates together with the favorable UT results from the following 3 plates.

ZPMC inquired regarding the status of a number of submittals.

Caltrans raised the following issues:

I asked: is ZPMC doing anything to minimize the number of HSR's on the skin plate stiffeners? ZPMC responded that they are doing their best to keep them straight. I inquired if they have any indication that what they are doing is improving the situation or not; for example are the amounts of straightening that they are seeing in the shop getting smaller? ZPMC indicated that this was in fact the case...

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Ching Chao indicated that Caltrans will be meeting internally tomorrow morning to discuss the tower dimensional verification plan and that we would get them some information regarding that tomorrow at this meeting.

Ching Chao inquired what is going on with the shear link assemblies which were welded with electrodes that had not been stored in a hermetically sealed container.

- ZPMC has continued to weld with the incorrect electrodes, though this was discovered by ABF's QC 24 hours earlier. ABF has not stopped their welding.

- At this point only tack welds have been performed. ZPMC inquired whether or not they could continue from this point forward using the correct electrodes if ABF were to correct their drawings. Caltrans indicated that we would have to get back to them after the meeting.

Caltrans inquired about the status of the 1st OBG production t-stiffener panel which had been discussed at this meeting on Friday. (An NCR was written on November 7th in regards to welding over paint, however, Construction did not forward this NCR to ABF). ZPMC wanted to further discuss the code issues (which were raised on November 7th, November 9th, and November 29th in this meeting). ZPMC is also concerned that they have had no official notification that this material is unacceptable, because they haven't received an NCR; they supposed that maybe Caltrans had decided that we agree with them and therefore we had decided not to issue an NCR.

3	Key conversations	After the Daily Meeting Jim Merrill discussed the SPCM issue and the mockups with Steve Lawton (and several ZPMC and ABF representatives and Ching and myself). Jim suggested that ABF submit an RFI asking whether or not the tower Mock-ups should be welded with the same SPCM criteria that are intended for the tower fabrication. Jim suggested that this would end us having to come back repeatedly to this issue. Jim also stressed that part of the usefulness of the SPCM criteria in the mock-ups is for Caltrans (and ABF and ZPMC) to be able to observe and evaluate whether or not ZPMC is able to organize their production such that the specific requirements of SPCM material can be met. And, to see whether or not ZPMC's QC department, or ABF's QC department actually has the authority to correct problems like this when they arise.
4	Logistics	As of today I am the point of contact for the METS administrative staff.

Inspected By:	Dautermann,Peter	Quality Assurance Inspector
Reviewed By:	Lowry,Patrick	QA Reviewer
